Draft

General William J. Fox Airfield Land Use Compatibility Plan

Prepared for
Los Angeles County Airport Land Use Commission

September 2003

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Prepared
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by

Santa Rosa, California

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Introduction

OVERVIEW OF THE PLAN

This document, the *General William J. Fox Airfield Land Use Compatibility Plan*, sets forth land use compatibility policies applicable to future development in the vicinity of the airport. The policies are designed to ensure that future land uses in the surrounding area will be compatible with potential long-range aircraft activity at the airport. As adopted by the Los Angeles County Airport Land Use Commission (ALUC), these policies provide the basis by which the Commission can carry out its land use development review responsibilities in accordance with the California State Aeronautics Act (Section 21670 et seq. of the Public Utilities Code).

The compatibility criteria defined by the policies are also intended to be reflected in the general plans and other policy instruments adopted by the entities having jurisdiction over land uses near the airport. Specifically, the *General William J. Fox Airfield Land Use Compatibility Plan* affects and requires action by the following jurisdictions:

- County of Los Angeles.
- City of Lancaster.

Only the policies directly associated with assessment of land use compatibility are contained within this document. These policies are enumerated in Chapter 2. A separate volume entitled *Los Angeles County Airport Land Use Commission Review Procedures*, to be adopted by the ALUC, establishes the procedures expected to be followed by the commission and affected local land use jurisdictions. These procedural policies will apply not only to compatibility planning for Fox Field, but also to other airports in or affecting Los Angeles County. The *Review Procedures* document is an integral part of the *Compatibility Plan* for General William J. Fox Airfield. The introduction to the *Review Procedures* document describes the authority and function of ALUCs as provided by state law, a description of the Los Angeles County ALUC, its relationship to county and city governments, and other general information. Also included are copies of current state laws concerning airport land use compatibility planning, federal regulations governing airspace protection, and other background material, all of which is significant to compatibility planning in the Fox Field vicinity. In conjunction with use of the *General*

William J. Fox Airfield Land Use Compatibility Plan, reference should be made to the *Review Procedures* document as necessary.

Background information specifically concerning Fox Field and its environs is found in Chapter 3 herein. This information serves to document the airport features and aircraft activity assumptions upon which the *Compatibility Plan* is based. The *General William J. Fox Airfield Master Plan*, adopted by the County of Los Angeles in July 1996, is the principal source of data. As required by state law, the *Compatibility Plan* is based upon the *Master Plan*. Assumptions in the *Compatibility Plan* regarding the future configuration of the airport's runway and the approach procedures are as indicated in the *Master Plan*. The future role of the airport and the characteristics of its use also are as identified in the *Master Plan* although the activity forecasts have been updated to extend at least 20 years as necessary under state law.

PLAN PREPARATION AND REVIEW

As adopted by the Los Angeles County Airport Land Use Commission, the *General William J. Fox Airfield Land Use Compatibility Plan* represented by this document replaces the previous compatibility plan for the airport environs. The earlier Fox Field plan, part of the countywide plan entitled *Los Angeles County Airport Land Use Plan*, was originally adopted by the ALUC in 1991.

The need for preparation of this new plan has been driven largely by two factors. One is the brevity of the earlier plan and the recognition by the ALUC and its staff that a more comprehensive approach to airport land use compatibility planning is needed in Los Angeles County. Second, and perhaps most significant, a 1994 state law established a requirement that ALUCs "be guided by" information in the *Airport Land Use Planning Handbook* published by the California Department of Transportation when formulating or amending compatibility plans.

The most recent edition of the *Handbook*, dated January 2002, provides extensive guidance on preparation and content of compatibility plans, on procedures for ALUC review of local actions, and on the responsibilities of local agencies. The second half of the document contains background information regarding noise and safety compatibility concepts, including data regarding general aviation aircraft accident location patterns and other characteristics. Another statute enacted in 1994 creates a tie between the *Handbook* and California Environmental Quality Act (CEQA) documents. Lead agencies are now required to use the *Handbook* as "a technical resource" when assessing airport-related noise and safety impacts of projects located in the vicinity of airports.

Each of these factors has been taken into account in preparation of this *General William J. Fox Airfield Land Use Compatibility Plan*. Additional input has come from other sources. As noted above, the 1996 *General William J. Fox Airfield Master Plan Update* has been a key data source. People familiar with the airport and its activity have also provided contributed information. Lastly, community land use plans and contacts with Los Angeles County and City of Lancaster planning departments have served as the basis for local land use planning information.

Compatibility Policies: General William J. Fox Airfield

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Compatibility Policies: General William J. Fox Airfield

1. General Applicability

1.1. Overview

1.1.1. *Purpose:* The policies in this *General William J. Fox Airfield Land Use Compatibility Plan* establish the criteria to be applied by the Los Angeles County Airport Land Use Commission (ALUC) and affected local jurisdictions in evaluating the compatibility of proposed development in the vicinity of General William J. Fox Airfield with the operations of the airport. Specifically:

(a) The Commission shall apply these policies when reviewing certain proposals for land use development in the vicinity of the airport with aircraft operations at the airport. The authority for conducting such reviews is established by the California State Aeronautics Act (Public Utilities Code Section 21670 et seq.)

(b) The two general land use jurisdictions in the Fox Airfield area of influence as defined herein—the County of Los Angeles and the City of Lancaster—shall utilize these policies as the basis for:

(1) Modifying their respective general plans, zoning ordinances, and other local land use policies to assure that future land use development will be compatible with aircraft operations.

(2) Making planning decision regarding specific development proposals involving the lands impacted by aircraft activity.

(c) Special districts and school districts whose territories extend into the Fox Field area of influence shall apply these policies when creating plans and making other planning decisions regarding proposed facilities and other development affecting or affected by airport operations.

1.1.2. Relationship to ALUC Review Procedures Document: This Compatibility Plan is to be used in combination with the Los Angeles County Airport Land Use Commission Review Procedures policy document adopted by the Commission. The Review Procedures document:

(a) Establishes the procedures that the ALUC shall use in conducting land use reviews; and

(b) Defines the responsibilities of affected jurisdictions to modify their general plans and other policies for consistency with ALUC policies and to submit certain land use development actions to the ALUC for review.

1.1.3. *Definitions:* The definitions applicable to this *Compatibility Plan* are included in the *Review Procedures* document.

1.2. Geographic Scope

1.2.1. Nature of Compatibility Concerns: As established by the Los Angeles County Airport Land Use Commission, the General William J. Fox Airfield Land Use Compatibility Plan encompasses:

(a) All lands on which the uses could be negatively affected by noise or safety impacts associated with present or future aircraft operations at General William J. Fox Airfield.

(b) Lands on which the uses could negatively affect the operation of aircraft at the airport.

1.2.2. Boundaries of Area of Influence: The specific limits of the General William J. Fox Airfield Area of Influence are depicted on Figure 2A.

(a) The *Area of Influence* is comprised of *Compatibility Zones A*, *B1*, *B2*, *C*, *D*, and *E*. The factors upon which the boundaries of the *Area of Influence* and the individual compatibility zones are based are described in Table 2B and in Chapter 3 of this document.

(b) The *Area of Influence* is the same as the ALUC planning area as referred to in Public Utilities Code Section 21675.

2. LAND USE COMPATIBILITY CRITERIA

2.1. Basic Criteria

2.1.1. *Land Use Compatibility Criteria and Map:* The basic criteria for assessing whether a land use plan, ordinance, or development proposal is to be judged compatible with General William J. Fox Airfield are set forth in the Basic Compatibility Criteria matrix, Table 2A. These criteria are to be used in conjunction with the General William J. Fox Airfield Compatibility Map, Figure 2A. The factors considered in delineation of the compatibility zones depicted in Figure 2A are summarized in Table 2B.

2.1.2. *Function of Supporting Criteria:* The Basic Compatibility Criteria matrix represents a compilation of noise, safety, airspace protection, and overflight compatibility criteria as described in the *Review Procedures* document. For the purposes of reviewing proposed amendments to county or city land use plans and zoning ordinances, as well as in the review of most individual development proposals, the criteria in the matrix are

anticipated to suffice. However, certain complex land use actions may require more intensive review. The Commission may refer to the supporting criteria, as listed in Sections 2.2 through 2.5, to clarify or supplement its review of such actions.

2.1.3. *Countywide ALUC Review Policies:* The separate *Los Angeles County Airport Land Use Commission Review Procedures* policy document establishes additional criteria pertaining to ALUC review of general plans (Procedures Policy 3.2) as well as projects involving infill development, expansion of nonconforming uses, reconstruction, or other special conditions (Procedures Policy 3.3). When reviewing these types of projects involving lands within the *General William J. Fox Airfield Area of Influence*, the ALUC shall refer to the applicable procedural policies.

2.1.4. *Residential Development:* The following criteria shall be applied to evaluation of the compatibility of proposed residential development.

(a) Any subdivision of land for residential uses within *Compatibility Zones A*, *B1*, *B2*, and *C* shall not result in a density greater than that indicated in the Basic Compatibility Criteria matrix, Table 2A. Clustering of development shall be limited in accordance with Policy 2.3.5(a)(2).

(b) Within *Compatibility Zone D*, local land use jurisdictions have two options. The basic option is to limit densities to no more than 0.2 dwelling units per acre. Additionally, a high-density option is provided. This option requires that densities be *greater than* 5.0 dwelling units per acre (i.e., an average parcel size *less than* 0.2 gross acres). See Table 2B for an explanation of the rationale behind these options.

(c) Secondary units, as defined by state law, shall be excluded from density calculations.

(d) Other development conditions as also listed in Table 2A apply to sites within certain compatibility zones.

(e) Mixed-use development in which residential uses are proposed to be located in conjunction with nonresidential uses in the same or adjoining buildings on the same site shall be treated as nonresidential development. The occupancy of the residential portion shall be added to that of the nonresidential portion and evaluated with respect to the nonresidential usage intensity criteria below.

(1) This mixed-use development policy is intended for dense, urban-type developments where the resultant ambient noise levels are relatively high. The policy is not intended to apply to projects in which the residential component is isolated from the nonresidential uses of the site.

(2) Noise attenuation and other requirements that may be specifically relevant to residential uses shall still apply.

2.1.5. *Nonresidential Development:* The compatibility of nonresidential development shall be assessed primarily with respect to its usage intensity (the number of people per acre)

Zone	Locations	Maximum Densities / Intensities				Additional Criteria	
		Residential (du/ac) [1]	Other Uses (people/ac) [2]		Req'd Open Land [3]	Prohibited Uses [4]	Other Development Conditions [5]
			Average [6]	Single Acre [7]			
A	Runway Protection Zone and within Building Restriction Line	0	0	0	All Remaining	› All structures except ones with location set by aeronautical function › Assemblages of people › Objects exceeding FAR Part 77 height limits › Storage of hazardous materials › Hazards to flight [8]	› Mostly on existing or future airport property or other public lands › Avigation easement dedication on remainder
B1	Inner Approach/ Departure Zone	0.05 (average parcel size ≥20.0 ac.)	40	80	30%	› Children's schools, day care centers, libraries › Hospitals, nursing homes › Buildings with >2 habitable floors above ground › Highly noise-sensitive uses (e.g., outdoor theaters) › Aboveground bulk storage of hazardous materials [9] › Critical community infrastructure facilities [10] › Hazards to flight [8]	› Locate structures maximum distance from extended runway centerline › Minimum NLR of 25 dB in residentces (including mobile homes) and office buildings [11] › Airspace review required for objects >35 feet tall [12] › Avigation easement dedication
B2	Adjacent to Runway	0.05 (average parcel size ≥20.0 ac.)	100	200	No Req't	Same as Zone B1	› Locate structures maximum distance from runway › Minimum NLR of 25 dB in residentces (including mobile homes) and office buildings [11] › Airspace review required for objects >35 feet tall [12] › Avigation easement dedication
C	Extended Approach/ Departure Zone	0.2 (average parcel size ≥5.0 ac.)	75	150	20%	› Children's schools, libraries › Hospitals, nursing homes › Buildings with >3 habitable floors above ground › Highly noise-sensitive uses (e.g., outdoor theaters) › Hazards to flight [8]	› Minimum NLR of 20 dB in residences (including mobile homes) and office buildings [11] › Airspace review required for objects >50 feet tall › Deed notice required
D	Primary Traffic Patterns	**(1)** ≤0.2 (average parcel size ≥5.0 ac.) *or* [13] **(2)** ≥5.0 (average parcel size ≤0.2 ac.)	100	300	10%	› Highly noise-sensitive uses › Hazards to flight [8]	› Airspace review required for objects >100 feet tall › Deed notice required › Children's schools, hospitals, nursing homes discouraged [14]
E	Other Airport Environs	No Limit	No Limit [15]		No Req't	› Hazards to flight [8]	› Airspace review required for objects >100 feet tall › Major spectator-oriented sports stadiums, amphitheaters, concert halls discouraged beneath principal flight tracks [15]

Table 2A

Basic Compatibility Criteria

NOTES:

[1] Residential development must not contain more than the indicated number of dwelling units (excluding secondary units) per gross acre. Clustering of units is encouraged. See Policy 2.3.5 for limitations. Gross acreage includes the property at issue plus a share of adjacent roads and any adjacent, permanently dedicated, open lands. Mixed use development in which residential uses are proposed to be located in conjunction with nonresidential uses in the same or adjoining buildings on the same site shall be treated as non-residential development. See Policy 2.1.4(d).

[2] Usage intensity calculations shall include all people (e.g., employees, customers/visitors, etc.) who may be on the property at a single point in time, whether indoors or outside.

[3] Open land requirements are intended to be applied with respect to an entire zone. This is typically accomplished as part of a community general plan or a specific plan, but may also apply to large (10 acres or more) development projects. See Policy 2.3.4 for definition of open land.

[4] The uses listed here are ones which are explicitly prohibited regardless of whether they meet the intensity criteria. In addition to these explicitly prohibited uses, other uses will normally not be permitted in the respective compatibility zones because they do not meet the usage intensity criteria.

[5] As part of certain real estate transactions involving residential property within any compatibility zone (that is, anywhere within an airport influence area), information regarding airport proximity and the existence of aircraft overflights must be disclosed. This requirement is set by state law. See Policy 2.5.2 for details. Easement dedication and deed notice requirements indicated for specific compatibility zones apply only to new development.

[6] The total number of people permitted on a project site at any time, except rare special events, must not exceed the indicated usage intensity times the gross acreage of the site. Rare special events are ones (such as an air show at the airport) for which a facility is not designed and normally not used and for which extra safety precautions can be taken as appropriate.

[7] Clustering of nonresidential development is permitted. However, no single acre of a project site shall exceed the indicated number of people per acre. See Policy 2.3.5 for details.

[8] Hazards to flight include physical (e.g., tall objects), visual, and electronic forms of interference with the safety of aircraft operations. Land use development that may cause the attraction of birds to increase is also prohibited. See Policy 2.4.7 for details.

[9] Storage of aviation fuel and other aviation-related flammable materials on the airport is exempted from this criterion. Storage of up to 6,000 gallons of nonaviation flammable materials is also exempted. See Policy 2.3.3(c) for details.

[10] Critical community facilities include power plants, electrical substations, and public communications facilities. See Policy 2.3.3(d) for details.

[11] NLR = Noise Level Reduction, the outside-to-inside sound level attenuation that the structure provides. See Policy 2.2.6 for details.

[12] Objects up to 35 feet in height are permitted. However, the Federal Aviation Administration may require marking and lighting of certain objects. See Policy 2.4.6 and Procedures Policy 3.3.6 for details.

[13] Two options are provided for residential densities in *Compatibility Zone D*. Option (1) has a density limit of 0.2 dwelling units per acre (i.e., an average parcel size of at least 5.0 gross acres). Option (2) requires that the density be *greater than* 5.0 dwelling units per acre (i.e., an average parcel size *less than* 0.2 gross acres). The choice between these two options is at the discretion of the local land use jurisdiction. See Table 2B for explanation of rationale. All other criteria for *Zone D* apply to both options.

[14] Discouraged uses should generally not be permitted unless no feasible alternative is available.

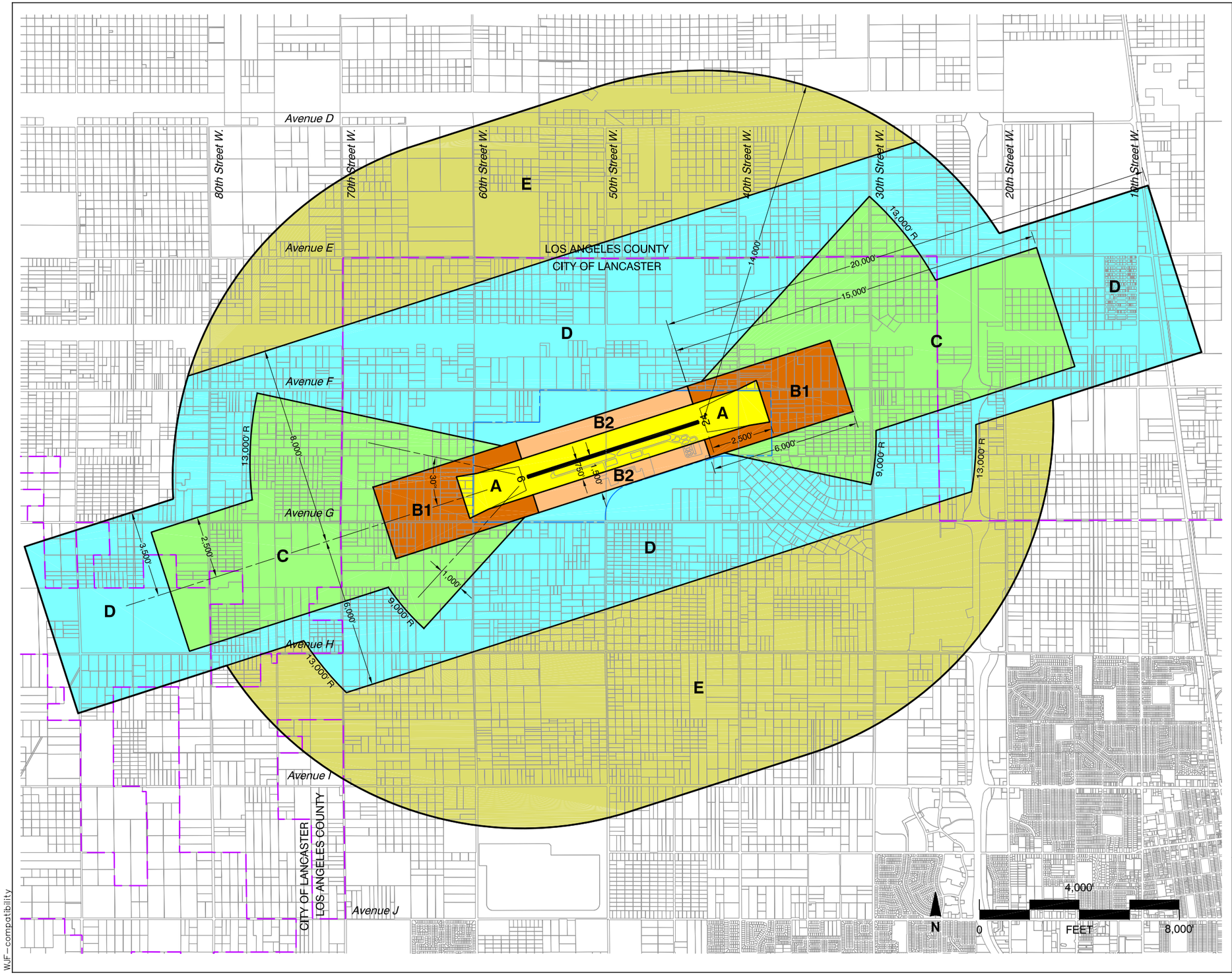
[15] Although no explicit upper limit on usage intensity is defined for *Zone E*, land uses of the types listed—uses that attract very high concentrations of people in confined areas—are discouraged in locations below or near the principal arrival and departure flight tracks. This limitation notwithstanding, no use shall be prohibited in *Zone E* if its usage intensity is such that it would be permitted in *Zone D*.

Table 2A, continued

Zone	Noise and Overflight Factors	Safety and Airspace Protection Factors
A *Runway Protection Zone and within Building Restriction Line*	*Noise Impact: Very High* ➤ Much of area is within 65-CNEL contour	*Risk Level: Very High* ➤ Lateral to runways, zone boundary defined by the Building Restriction Line as depicted on adopted Airport Layout Plan drawing ➤ Length set to include Runway Protection Zones as indicated on Airport Layout Plan drawing ➤ Some 56% of off-runway general aviation accidents near airports occur in this zone
B1 *Inner Approach/ Departure Zone*	*Noise Impact: High* ➤ Encompasses most of 60-CNEL contour ➤ Single-event noise sufficient to disrupt wide range of land use activities including indoors if windows open	*Risk Level: High* ➤ Encompasses areas overflown by aircraft at low altitudes—typically only 200 to 400 feet above the runway elevation. ➤ Some 15% of off-runway general aviation accidents near airports take place here ➤ Object heights restricted to as little as 50 feet
B2 *Adjacent to Runway*	*Noise Impact: Moderate to High* ➤ Partly within 60-CNEL contour ➤ Exposed to loud single-event noise from takeoffs and jet thrust-reverse on landing; also from preflight run-ups	*Risk Level: Low to Moderate* ➤ Area not normally overflown by aircraft; primary risk is with aircraft (especially twins) losing directional control on takeoff ➤ About 3% of off-runway general aviation accidents near airports happen in this zone ➤ Object heights restricted to as little as 35 feet
C *Extended Approach/ Departure Zone*	*Noise Impact: Moderate* ➤ Contains most of 55-CNEL contour ➤ Aircraft typically at or below 1,000-foot traffic pattern altitude; individual events occasionally loud enough to intrude upon indoor activities	*Risk Level: Moderate* ➤ Includes areas where aircraft turn from base to final approach legs of standard traffic pattern and descend from traffic pattern altitude ➤ Zone also includes areas where departing aircraft normally complete transition from takeoff power and flap settings to climb mode and have begun to turn to their en route heading ➤ Some 11% of off-runway general aviation accidents near airports occur here ➤ Object heights restricted to as little as 50 feet
D *Primary Traffic Patterns*	*Noise Impact: Moderate* ➤ Noise more of a concern with respect to individual loud events than with cumulative noise contours ➤ Portions of 55-CNEL contour extend into this zone ➤ Includes areas where aircraft are less than 1,000 feet above runway elevation while on an instrument approach ➤ Residential density criteria for this zone provide two options on the basis that noise concerns can be minimized either by limiting the number of dwelling units in affected areas or by allowing high-density development which tends to have comparatively high ambient noise levels	*Risk Level: Low* ➤ About 13% of general aviation accidents take place in this zone, but the large area encompassed means a low likelihood of accident occurrence in any given location ➤ Risk concern is primarily with uses for which potential consequences are severe (e.g. very-high-intensity activities in a confined area) ➤ Object height limits generally 100 feet above runway elevation
E *Other Airport Environs*	*Noise Impact: Low* ➤ Beyond 55-CNEL contour ➤ Occasional overflights intrusive to some outdoor activities	*Risk Level: Low* ➤ Only 2% of near-airport accidents here ➤ Risk concern only with uses for which potential consequences are severe (e.g. very-high-intensity activities in a confined area)

Table 2B

Compatibility Zone Delineation



Legend

Compatibility Zones

- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C
- Zone D
- Zone E

Boundary Lines

- Airport Property Line
- Lancaster City Limits

Note:

Airport influence over boundary measured from a point 200 feet beyond runway ends in accordance with FAA airspace protection criteria (FAR Part 77). All other dimensions measured from runway ends and centerlines.

Los Angeles County
Airport Land Use Commission

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Figure 2A

Compatibility Map

General William J. Fox Airfield

WJF-compatibility

and the noise-sensitivity of the use. Additional criteria listed in Table 2A shall also apply.

(a) The total number of people permitted on a project site at any time, except for rare special events, must not exceed the indicated usage intensity times the gross acreage of the site.

(1) Usage intensity calculations shall include all people (e.g., employees, customers/visitors, etc.) who may be on the property at any single point in time, whether indoors or outside.

(2) Rare special events are ones (such as an air show at an airport) for which a facility is not designed and normally not used and for which extra safety precautions can be taken as appropriate.

(b) No single acre of a project site shall exceed the number of people per acre indicated in Policy 2.3.5(b) and listed in Table 2A.

(c) The noise exposure limitations cited in Policy 2.2.5 and listed in Table 2C shall be the basis for assessing the acceptability of proposed nonresidential land uses relative to noise impacts. The ability of buildings to satisfy the interior noise level criteria noted in Policy 2.2.6 shall also be considered.

2.1.6. *Prohibited Uses:* Regardless of usage intensity, certain types of uses are deemed unacceptable within portions of an airport influence area. See Policy 2.3.3 and Table 2A. In addition to these explicitly prohibited uses, other uses will normally not be permitted in the respective compatibility zones because they do not meet the usage intensity criteria.

2.1.7. *Other Development Conditions:* All types of proposed development shall be required to meet the additional conditions listed in Table 2A for the respective compatibility zone where the development is to be located. Among these conditions are the following:

(a) Avigation Easement Dedication: See Policy 2.4.5.

(b) Deed Notice: See Policy 2.5.3.

(c) Real Estate Disclosure: See Policy 2.5.2.

(d) Noise Level Reduction: See Policy 2.2.6.

(e) Airspace Review: See Policy 2.4.3.

2.2. Supporting Criteria: Noise

2.2.1. *Policy Objective:* The purpose of noise compatibility policies is to avoid establishment of noise-sensitive land uses in the portions of airport environs that are exposed to significant levels of aircraft noise.

2.2.2. *Noise Contours:* The Community Noise Equivalent Level (CNEL) contours prepared for this *Compatibility Plan* (Figure 2B) shall be the primary determinant of the whether proposed development in the airport vicinity will be compatible with the noise impacts of General William J. Fox Airfield.

(a) The noise contours depicted in Figure 2B represent the maximum noise levels calculated for any given location regardless of whether that level is reached at present or in the future. The future time frame evaluated is long term—20 or more years in the future.

(1) Over time, most of the older model, relatively noisy, business jets and fire attack aircraft now in use at the airport will eventually be retired from the aircraft fleet. Counterbalancing this noise-reducing effect is the anticipated growth in aircraft operations at the airport. These two trends have somewhat different consequences in different parts of the airport environs. The net result is that existing noise levels are slightly higher than future noise impacts in some locations and slightly lower in others.

(2) The airport activity levels upon which the contours are based are summarized in Chapter 3 (Exhibit 3C).

(b) Because activity at the airport is seasonal in character—primarily because most of the fire attack aircraft operations occur during the summertime—noise contours reflecting the busy season shall be the basis for land use compatibility analyses.

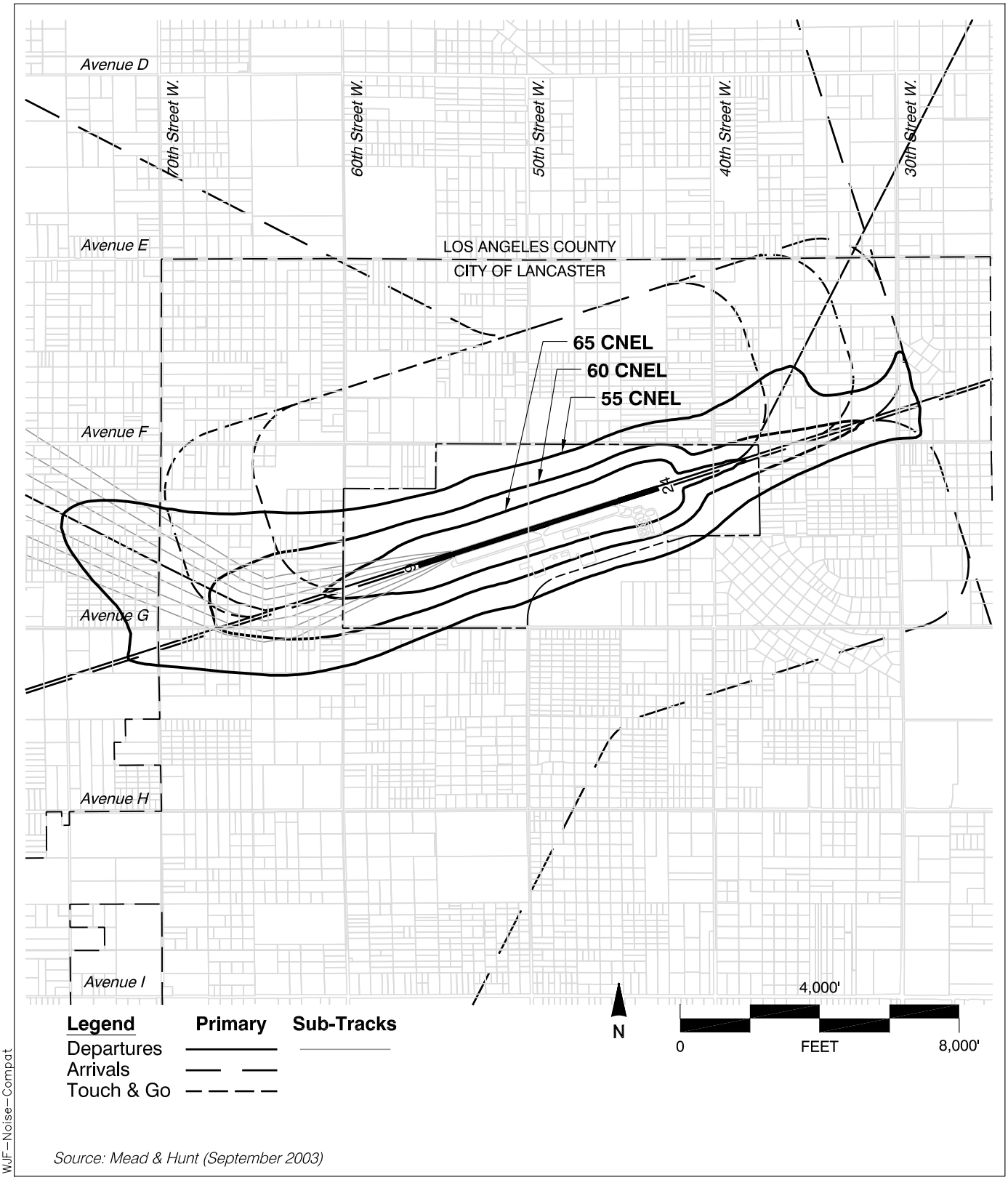
(c) The Airport Land Use Commission should periodically review the projected noise contours and the activity projections on which they are based and update them if appropriate.

2.2.3. *Application of Noise Contours:* The locations of CNEL contours are among the factors used to define the compatibility zone boundaries (Figure 2A) and associated criteria (Table 2A). Because of the inherent variability of flight paths and other factors that influence noise emissions, the depicted contour boundaries are not intended to serve as absolute determinants of the compatibility or incompatibility of a given land use on a specific site or portion thereof. Noise contours can only quantify noise impacts in a general manner. Except on large parcels or blocks of land (sites large enough to have 3 dB or more of variation in CNELs), they should *not* be used as site design criteria. (Note, though, that the airport noise contours depicted in Figure 2B are to be used as the basis for determining compliance with interior noise level criteria as listed in Policy 2.2.6.)

2.2.4. *Noise Exposure in Residential Areas:* The maximum CNEL considered normally acceptable for new residential land uses in the vicinity of General William J. Fox Airfield is 55 dB, calculated for future busy-season aircraft activity levels (Figure 2B). New residential uses are deemed marginally acceptable within the 55-60 dB CNEL range.

2.2.5. *Noise Exposure for Other Land Uses:* Noise level compatibility standards for other types of land uses shall be applied in the same manner as the above residential noise level criteria. The extent of outdoor activity associated with a particular land use is an important factor to be considered in evaluating its compatibility with airport noise. Examples of acceptable noise levels for other land uses in an airport's vicinity are presented in Table 2C.

2.2.6. *Interior Noise Levels:* Land uses for which interior activities may be easily disrupted by noise shall be required to comply with the following interior noise level criteria.



WJF–Noise–Compat

Source: Mead & Hunt (September 2003)

FIgure 2B

Noise Contours for Compatibility Planning

General William J. Fox Airfield

(a) The maximum, aircraft-related, interior noise level that shall be considered acceptable for land uses near airports is 45 dB CNEL in:

- Any habitable room of single- or multi-family residences;
- Hotels and motels;
- Hospitals and nursing homes;
- Churches, meeting halls, office buildings, and mortuaries; and
- Schools, libraries, and museums.

(b) The noise contours depicted in Figure 2B of this plan shall be used in calculating compliance with these criteria. The calculations should assume that windows are closed.

(c) When reviewed as part of a general plan or zoning ordinance amendment or as a major land use action, evidence that proposed structures will be designed to comply with the above criteria shall be submitted to the ALUC under the following circumstances:

(1) Any mobile home situated within the airport's 55-dB CNEL contour. [A typical mobile home has an exterior-to-interior noise level reduction (NLR) of approximately 15 dB with windows closed.]

(2) Any single- or multi-family residence situated within the airport's 60-dB CNEL contour. [Wood frame buildings constructed to meet 1990s standards for energy efficiency typically have an NLR of approximately 20 dB with windows closed.]

(3) Any hotel or motel, hospital or nursing home, church, meeting hall, office building, mortuary, school, library, or museum situated with the airport's 65-dB CNEL contour.

2.2.7. *Engine Run-Up and Testing Noise:* ALUC consideration of noise from aircraft engine run-ups and testing activities shall be limited as follows:

(a) Aircraft noise associated with pre-flight engine run-ups, taxiing of aircraft to and from runways, and other operation of aircraft on the ground is considered part of airport operations and therefore is not subject to ALUC regulatory authority.

(1) Noise from these sources can be, but normally is not, represented in airport noise contours. It is not included in the noise contours prepared for this *Compatibility Plan*. Nevertheless, when reviewing the compatibility of proposed land uses in locations near the airport where such noise may be significant, the Commission may seek additional data and may take into account noise from these ground-based sources.

(2) Noise from aircraft ground operations should be considered by the Commission when reviewing future airport master plans or development plans in accordance with Section 4.2 of the *Review Procedures* document..

(b) Noise from the testing of aircraft engines on airport property is not deemed an activity inherent in the operation of an airport and thus it is not an airport-related impact addressed by this *Compatibility Plan*. Noise from these sources should be addressed by the noise policies of local agencies in the same manner as noise

Land Use Category	CNEL (dB) 50–55	55–60	60–65	65–70	70–75
Residential					
single-family, nursing homes, mobile homes	++	o	–	– –	– –
multi-family, apartments, condominiums	++	+	o	– –	– –
Public					
schools, libraries, hospitals	+	o	–	– –	– –
churches, auditoriums, concert halls	+	o	o	–	– –
transportation, parking, cemeteries	++	++	++	+	o
Commercial and Industrial					
offices, retail trade, restaurants	++	+	o	o	–
service commercial, wholesale trade, warehousing, light industrial	++	++	+	o	o
general manufacturing, utilities, extractive industry	++	++	++	+	+
Agricultural and Recreational					
cropland	++	++	++	++	+
livestock breeding	++	+	o	o	–
parks, playgrounds, zoos	++	+	+	o	–
golf courses, riding stables, water recreation	++	++	+	o	o
outdoor spectator sports	++	+	+	o	–
amphitheaters	+	o	–	– –	– –

Land Use Acceptability		Interpretation/Comments
++	*Clearly Acceptable*	The activities associated with the specified land use can be carried out with essentially no interference from the noise exposure.
+	*Normally Acceptable*	Noise is a factor to be considered in that slight interference with outdoor activities may occur. Conventional construction methods will eliminate most noise intrusions upon indoor activities.
o	*Marginally Acceptable*	The indicated noise exposure will cause moderate interference with outdoor activities and with indoor activities when windows are open. The land use is acceptable on the conditions that outdoor activities are minimal and construction features which provide sufficient noise attenuation are used (e.g., installation of air conditioning so that windows can be kept closed). Under other circumstances, the land use should be discouraged.
–	*Normally Unacceptable*	Noise will create substantial interference with both outdoor and indoor activities. Noise intrusion upon indoor activities can be mitigated by requiring special noise insulation construction. Land uses which have conventionally constructed structures and/or involve outdoor activities which would be disrupted by noise should generally be avoided.
– –	*Clearly Unacceptable*	Unacceptable noise intrusion upon land use activities will occur. Adequate structural noise insulation is not practical under most circumstances. The indicated land use should be avoided unless strong overriding factors prevail and it should be prohibited if outdoor activities are involved.

Table 2C

Noise Compatibility Criteria

from other industrial sources. (Engine testing noise is not included in the noise contours prepared for this plan.)

2.2.8. *Airport Expansion:* Noise criteria indicated in Procedures Policy 4.2.1 shall be used in the evaluation of any proposed expansion of facilities at General William J. Fox Airfield.

2.3. Supporting Criteria: Safety

2.3.1. *Policy Objective:* The intent of land use safety compatibility criteria is to minimize the risks associated with an off-airport aircraft accident or emergency landing.

(a) Risks both to people and property in the vicinity of the airport and to people on board the aircraft shall be considered.

(b) The most stringent land use controls shall be applied to the areas with the greatest potential risks.

2.3.2. *Risks to People on the Ground:* The principal means of reducing risks to people on the ground is to restrict land uses so as to limit the number of people who might gather in areas most susceptible to aircraft accidents. The usage intensity criteria cited in Table 2A reflect the risks associated with various locations in the environs of the airports in the county. (Methods for determining the concentration of people for various land uses are provided in Appendix C of the *Review Procedures* document.)

2.3.3. *Land Uses of Special Concern:* Certain types of land uses represent special safety concerns irrespective of the number of people associated with those uses. Land uses of particular concern include:

(a) Uses Having Vulnerable Occupants: Uses in which the occupants have reduced effective mobility or are unable to respond to emergency situations shall be prohibited within *Compatibility Zones A*, *B1*, *B2*, and *C* and are discouraged in *Zone D*. These uses include children's schools and day care centers (with 7 or more children), hospitals, nursing homes, and other uses in which the majority of occupants are children, elderly, and/or handicapped.

(1) Hospitals are medical facilities which include provision for overnight stays by patients.

(2) Medical clinics are permitted in *Compatibility Zone C* provided that these facilities meet the maximum intensity standards listed in the Basic Compatibility Criteria matrix, Table 2A.

(3) Uses that are discouraged should generally not be permitted unless no feasible alternative is available.

(b) Multi-Story Buildings: In the event of an emergency resulting from an aircraft accident, low-rise buildings can be more readily evacuated than those with more floors. On this basis, the following limitations are established:

(1) Within *Compatibility Zone A,* no new occupied structures are permitted.

(2) Within *Compatibility Zones B1* and *B2*, new buildings shall be limited to no more than two occupied floors above ground.

(3) Within *Compatibility Zone C*, new buildings shall be limited to no more than three occupied floors above ground.

(c) Hazardous Materials Storage: Construction of facilities for the manufacture or storage of fuel, explosives, and other hazardous materials within the airport environs is restricted as follows:

(1) Within *Compatibility Zone A*, manufacture or storage of any such substance is prohibited.

(2) Within *Compatibility Zones B1* and *B2*, only the following is permitted:

- Fuel or hazardous substances stored in underground tanks.
- On-airport storage of aviation fuel and other aviation-related flammable materials.
- Aboveground storage of less than 6,000 gallons of nonaviation flammable materials (this criterion is based on Uniform Fire Code criteria which are more stringent for larger tank sizes).

(3) Within *Compatibility Zone C*, manufacture or storage of hazardous materials other than the types listed in Sub-policy (2) above is prohibited unless no other feasible alternative site exists and the facility is designed in a manner that minimizes its susceptibility to damage from an aircraft accident.

(d) Critical Community Infrastructure: Construction of power plants, electrical substations, public communications facilities, and other critical community infrastructure shall be restricted as follows:

(1) Within *Compatibility Zone A*, all such uses are prohibited.

(2) Within *Compatibility Zones B1* and *B2*, such uses are prohibited unless no other feasible alternative site exists and the facility is designed in a manner that minimizes its susceptibility to damage from an aircraft accident.

2.3.4. *Open Land:* In the event that a light aircraft is forced to land away from an airport, the risks to the people on board can best be minimized by providing as much open land area as possible within the airport vicinity. This concept is based upon the fact that the majority of light aircraft accidents and incidents occurring away from an airport runway are controlled emergency landings in which the pilot has reasonable opportunity to select the landing site.

(a) To qualify as open land, an area should be:

(1) Free of most structures and other major obstacles such as walls, large trees or poles (greater than 4 inches in diameter, measured 4 feet above the ground), and overhead wires.

(2) Have minimum dimensions of approximately 75 feet by 300 feet.

(b) Roads and automobile parking lots are acceptable as open land areas if they meet the above criteria.

(c) Open land requirements for each compatibility zone are to be applied with respect to the entire zone. Individual parcels may be too small to accommodate the minimum-size open area requirement. Consequently, the identification of open land areas must initially be accomplished at the general plan or specific plan level or as part of large (10 acres or more) development projects.

(d) Clustering of development, subject to the limitations noted below, and providing contiguous landscaped and parking areas is encouraged as a means of increasing the size of open land areas.

(e) Building envelopes and the airport compatibility zones should be indicated on all development plans and tentative maps for projects located within the General William J. Fox Airfield influence area. Portraying this information is intended to assure that individual development projects provide the open land areas identified in the applicable general plan, specific plan, or other large-scale plan.

2.3.5. *Limitations on Clustering:* Policy 2.3.4(d) notwithstanding, limitations shall be set on the maximum degree of clustering or usage intensity acceptable within a portion of a large project site. These criteria are intended to limit the number of people at risk in a concentrated area.

(a) Clustering of new residential development shall be limited as follows:

(1) Within *Compatibility Zone A*, clustering is not applicable.

(2) Within *Compatibility Zones B1*, *B2*, and *C*, no more than 4 dwelling units shall be allowed in any individual acre. Buildings shall be located as far as practical from the extended runway centerline and normal aircraft flight paths.

(b) Usage intensity of new nonresidential development shall be limited as follows:

(1) Within *Compatibility Zone A*, clustering is not applicable.

(2) Within *Compatibility Zone B1*, uses shall be limited to a maximum of 80 people per any individual acre (i.e., a maximum of double the average intensity criterion set in Table 2A). Theaters, restaurants, most shopping centers, motels, intensive manufacturing or office uses, and other similar uses typically do not comply with this criterion.

(3) Within *Compatibility Zone B2*, uses shall be limited to a maximum of 200 people per any individual acre (i.e., a maximum of double the average intensity criterion set in Table 2A). Theaters, major shopping centers (500,000 or more square feet), large motels and hotels with conference facilities, and similar uses typically do not comply with this criterion.

(4) Within *Compatibility Zone C*, uses shall be limited to a maximum of 150 people per any individual acre (i.e., a maximum of double the average intensity criterion set in Table 2A). Theaters, fast-food establishments, high-intensity retail stores or shopping centers, motels and hotels with conference facilities, and similar uses typically do not comply with this criterion.

(5) Within *Compatibility Zone D*, uses shall be limited to a maximum of 300 people per any individual acre (i.e., a maximum of triple the average intensity criterion set in Table 2A).

(c) For the purposes of the above policies, the one-acre areas to be evaluated shall be rectangular (reasonably close to square, not elongated or irregular) in shape.

(d) In no case shall a proposed development be designed to accommodate more than the total number of dwelling units per acre (for residential uses) or people per acre (for nonresidential uses) indicated in Table 2A times the gross acreage of the project site. A project site may include multiple parcels. Appendix A herein lists

examples of the types of land uses which are potentially compatible under these criteria and the types of land uses which are considered incompatible.

2.4. Supporting Criteria: Airspace Protection

2.4.1. *Policy Objective:* Tall structures, trees, and other objects, particularly when located near airports or on high terrain, may constitute hazards to aircraft in flight. Federal regulations establish the criteria for evaluating potential obstructions. These regulations also require that the Federal Aviation Administration be notified of proposals for creation of certain such objects. The FAA conducts "aeronautical studies" of these objects and determines whether they would be hazards, but it does not have the authority to prevent their creation. The purpose of ALUC airspace protection policies, together with regulations established by local land use jurisdictions and the state government, is to ensure that hazardous obstructions to the navigable airspace do not occur.

2.4.2. *Basis for Height Limits:* The criteria for limiting the height of structures, trees, and other objects in the vicinity of an airport shall be based upon: Part 77, Subpart C, of the Federal Aviation Regulations (FAR); the United States Standard for Terminal Instrument Procedures (TERPS); and applicable airport design standards published by the Federal Aviation Administration. An airspace plan depicting the critical areas for airspace protection around General William J. Fox Airfield is depicted in Figure 2C.

2.4.3. *ALUC Review of Height of Proposed Objects:* Based upon FAA criteria, proposed objects that would exceed the heights indicated below for the respective compatibility zones potentially represent airspace obstructions issues. Development proposals that include any such objects shall be reviewed by the ALUC. Objects of lesser height normally would not have a potential for being airspace obstructions and therefore do not require ALUC review with respect to airspace protection criteria (noise, safety, and overflight concerns may still be present). Caution should be exercised, however, with regard to any object more than 50 feet high proposed to be located on a site that is substantially higher than surrounding terrain.

(a) Within *Compatibility Zone A*, the height of any proposed development, including vegetation, requires review.

(b) Within *Compatibility Zones B1* and *B2*, ALUC review is required for any proposed object taller than 35 feet unless the airport controls an easement on the land on which the object is to be located and grants a waiver to height restrictions.

(c) Within *Compatibility Zone C*, ALUC review is required for any proposed object taller than 50 feet.

(d) Within *Compatibility Zones D* and *E*, ALUC review is required for any proposed object taller than 100 feet. Such objects also require Federal Aviation Administration (FAA) review in accordance with the provisions of FAR Part 77.

2.4.4. *Height Restriction Criteria:* The height of objects within the airport influence area shall be reviewed, and restricted if necessary, according to the following criteria. The locations of these zones are depicted on the Compatibility Map, Figure 2A.

(a) Within *Compatibility Zone A*, the height of all objects shall be limited in accordance with applicable Federal Aviation Administration criteria including FAR Part 77, TERPS, and/or airport design standards.

(b) Within Compatibility Zones B1 and B2,

(1) Objects up to 35 feet tall are acceptable and do not require ALUC review for the purposes of height factors.

(2) ALUC review is required for any proposed object taller than 35 feet.

(3) Federal Aviation Administration review may be necessary for proposed objects adjacent to the runway edges and the FAA may require marking and lighting of certain objects (the affected areas are generally on airport property).

(c) Within *Compatibility Zone C*, generally, there is no concern with regard to any object up to 50 feet tall unless it is located on high ground or it is a solitary object (e.g., an antenna) more than 35 feet taller than other nearby objects.

(d) Within *Compatibility Zones D* and *E*, generally, there is no concern with regard to any object up to 100 feet tall unless it is located on high ground.

2.4.5. *Avigation Easement Dedication:* As a condition for development approval, the owner of any property proposed for development within *Compatibility Zones A*, *B1*, or *B2* shall be required to dedicate an avigation easement to the entity owning the affected airport. The avigation easement shall:

(a) Provide the right of flight in the airspace above the property;

(b) Allow the generation of noise and other impacts associated with aircraft overflight;

(c) Restrict the height of structures, trees and other objects;

(d) Permit access to the property for the removal or aeronautical marking of objects exceeding the established height limit; and

(e) Prohibit electrical interference, glare, and other potential hazards to flight from being created on the property. An example of an avigation easement is provided in Appendix E of the *Review Procedures* document.

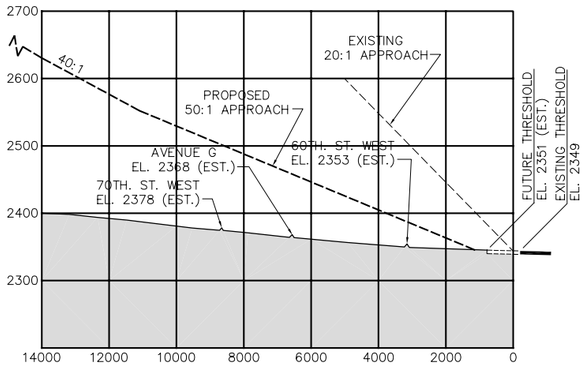
2.4.6. *FAA Notification:* Proponents of a project involving objects that may exceed a Part 77 surface must notify the Federal Aviation Administration as required by FAR Part 77, Subpart B, and by the Public Utilities Code, Sections 21658 and 21659. The requirements for such notification and the relationship to requirements for ALUC review of these projects are described in Procedural Policy 3.3.6 in the *Review Procedures* document.

2.4.7. *Other Flight Hazards:* New land uses that may cause visual, electronic, or increased bird strike hazards to aircraft in flight shall not be permitted within the General William J. Fox Airfield influence area. Specific characteristics to be avoided include:

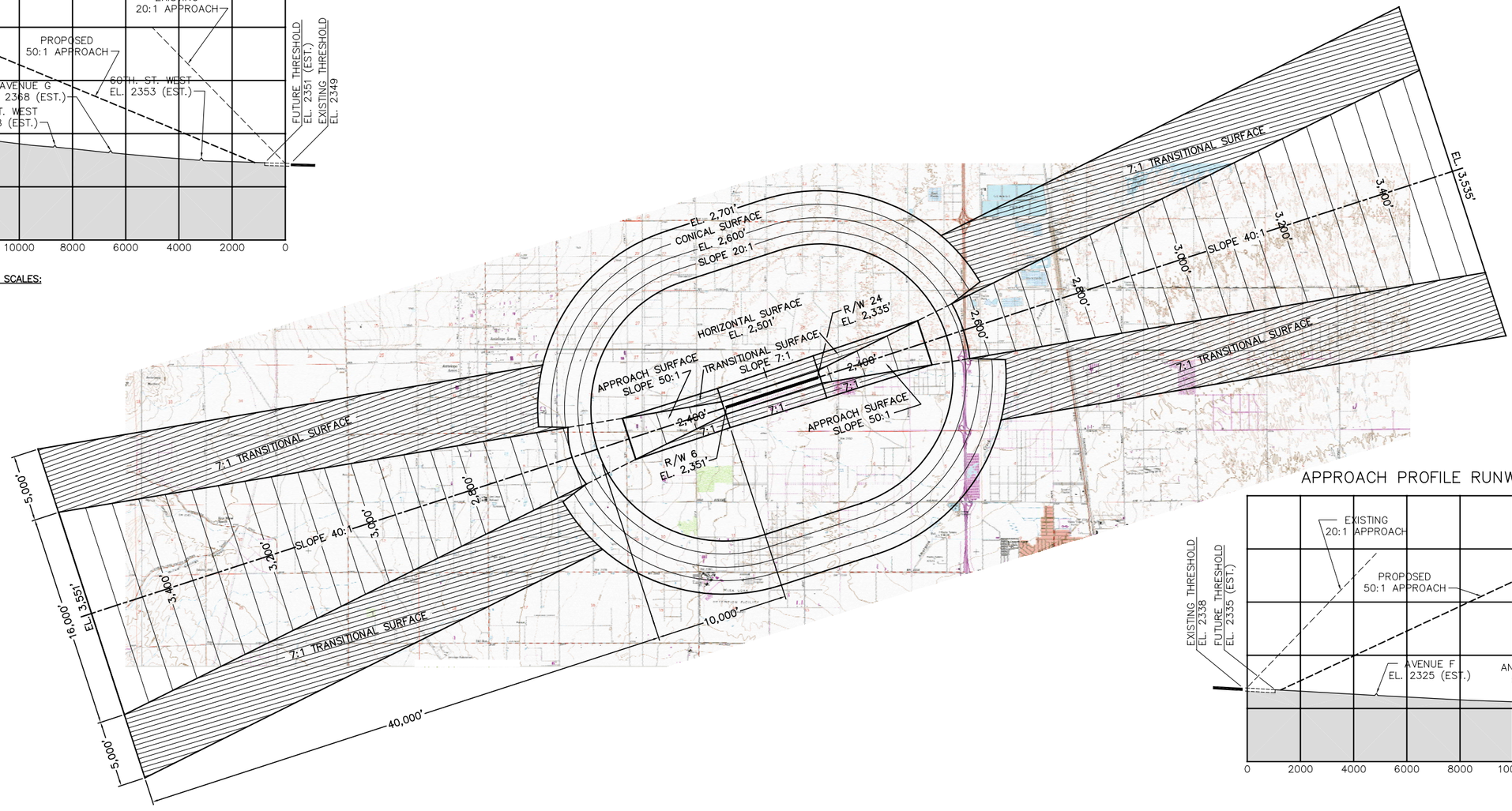
(a) Glare or distracting lights which could be mistaken for airport lights;

(b) Sources of dust, steam, or smoke which may impair pilot visibility;

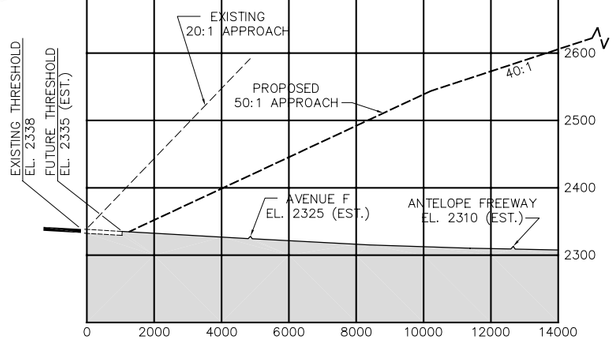
APPROACH PROFILE RUNWAY 6



APPROACH PROFILE SCALES:
HORIZ. 1"=2,000'
VERT. 1"=100'



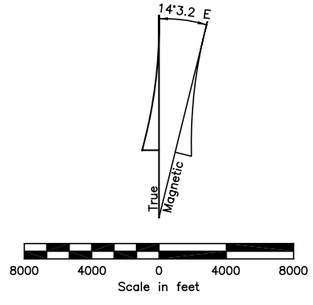
APPROACH PROFILE RUNWAY 24



NOTE:
1. All elevations are in feet above mean sea level (MSL).

SURFACE ELEVATION	
SURFACE	ELEV.
END OF RUNWAY 6	2,351'
END OF RUNWAY 24	2,335'
HORIZONTAL SURFACE	2,501'
CONICAL SURFACE–UPPER LIMIT	2,701'
APPROACH SURFACE (6)–UPPER LIMIT	3,551'
APPROACH SURFACE (24)–UPPER LIMIT	3,535'

USGS MAPS USED FOR BASE	
7.5 MIN. QUAD	DATE
LANCASTER WEST	1974
LANCASTER EAST	1974
DEL SUR	1974
ROSAMOND	1973
ROSAMOND LAKE	1973
LITTLE BUTTES	1974



APPROVED BY THE COUNTY OF LOS ANGELES DATE

The preparation of this plan was financed in part through a planning grant from the Federal Aviation Administration as provided under Section 505 of the Airport and Airway Improvement Act of 1982, as amended. The contents do not necessarily reflect the official views or policy of the FAA. Acceptance of this plan by the FAA does not in any way constitute a commitment on the part of the United States to participate in any development depicted therein nor does it indicate that the proposed development is environmentally acceptable in accordance with appropriate public laws.

NO.	DATE	REVISION	BY	APP.

AIRPORT AIRSPACE PLAN

GEN. WILLIAM J. FOX AIRFIELD
LANCASTER, CALIFORNIA

COUNTY OF LOS ANGELES
DEPARTMENT OF PUBLIC WORKS

P&D Aviation
A Division of
P&D Technologies
1100 Town & Country Rd., 300
Orange, CA 92868

DESIGNED: D.P.S.	CHECKED: R.E.A.	SHEET 3 OF 5
DRAWN: S.K.H.	DATE: JULY, 1995	

Figure 2C

(c) Sources of electrical interference with aircraft communications or navigation; and

(d) Any proposed use, especially landfills and certain agricultural uses, that creates an increased attraction for large flocks of birds. (Refer to FAA Order 5200.5A, *Waste Disposal Sites on or Near Airports* and Advisory Circular 150/5200-33, *Hazardous Wildlife Attractants On or Near Airports.)*

2.5. Supporting Criteria: Overflight

2.5.1. *Policy Objective:* Noise from individual operations, especially by comparatively loud aircraft, can be intrusive and annoying in locations beyond the limits of the mapped noise contours. Sensitivity to aircraft overflights varies from one person to another. The purpose of overflight compatibility policies is to help notify people about the presence of overflights near airports so that they can make more informed decisions regarding acquisition or lease of property in the affected areas. Overflight compatibility is particularly important with regard to residential land uses.

2.5.2. *State Law Requirements Regarding Real Estate Transfer Disclosure:* Effective January 1, 2004, California state statutes (Business and Professional Code Section 11010 and Civil Code Sections 1102.6, 1103.4, and 1353) require as part of residential real estate transactions that information be disclosed regarding whether the property is situated within an airport influence area.

(a) With certain exceptions, these state requirements apply both to the sale or lease of newly subdivided lands and to the sale of existing residential property.

(b) The statutes define an *airport influence area* as "the area in which current or future airport-related noise, overflight, safety, or airspace protection factors may significantly affect land uses or necessitate restrictions on those uses as determined by an airport land use commission." The influence area for General William J. Fox Airfield is indicated on the Compatibility Map, Figure 2A herein.

(c) Where disclosure is required, the following statement shall be provided:

> NOTICE OF AIRPORT IN VICINITY: This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibration, or odors). Individual sensitivities to those annoyances can vary from person to person. You may wish to consider what airport annoyances, if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you.

(d) For the purposes of this *Compatibility Plan*, the above real estate disclosure provisions of state law shall continue in effect as Airport Land Use Commission policy with respect to new development even if the law is rescinded. Furthermore, each land use jurisdiction affected by this *Compatibility Plan* should adopt a policy designating the airport influence area as the area wherein disclosure of airport influences is required in conjunction with the transfer of residential real estate. Such local jurisdiction policies also should be applied to lease or rental agreements for existing residential property.

2.5.3. *Deed Notices:* In addition to the preceding real estate transfer disclosure requirements, a *deed notice* shall be recorded for each parcel associated with any discretionary land use action affecting property within the General William J. Fox Airfield influence area. (Note that the *avigation easement* required by Policy 2.4.5 to be dedicated in conjunction with development in *Zones A*, *B1*, and *B2* serves as a deed notice in those locations.) The notice shall include the language indicated above with respect to real estate transfer disclosures.

2.5.4. *Land Use Conversion:* The compatibility of uses in the airport influence areas shall be preserved to the maximum feasible extent. Particular emphasis should be placed on preservation of existing agricultural and open space uses.

(a) The conversion of land from existing or planned agricultural, open space, industrial, or commercial use to residential uses within *Compatibility Zones A*, *B1*, *B2*, and *C* is strongly discouraged.

(b) In *Compatibility Zone D*, general plan amendments (as well as other discretionary actions such as rezoning, subdivision approvals, use permits, etc.) that would convert land to residential use or increase the density of residential uses should be subject to careful consideration of overflight impacts.